MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. CH-386

SHA Bridge No. CH 34 Bridge name Trinity Church Road over Gilbert Swamp Run (Dyson Bridge)

LOCATION:

Street/Road name and number [facility carried] Trinity Church Road

City/town Dentsville Vicinity X

County Charles

This bridge projects over: Road____ Railway_____ Water X Land ___

Ownership: State _____ County X Municipal _____ Other _____

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes _____ No X

National Register-listed district ____ National Register-determined-eligible district __

Locally-designated district _____ Other _____

Name of district _____

BRIDGE TYPE:

Timber Bridge _____:

Beam Bridge _____ Truss -Covered ___ Trestle ___ Timber-And-Concrete ___

Stone Arch Bridge _____

Metal Truss Bridge _____

Movable Bridge ____:

Swing _____ Bascule Single Leaf __ Bascule Multiple Leaf _____

Vertical Lift _____ Retractile_____ Pontoon _____

Metal Girder_____:

Rolled Girder _____ Rolled Girder Concrete Encased _____

Plate Girder _____ Plate Girder Concrete Encased _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete X:

Concrete Arch_____ Concrete Slab X Concrete Beam ___ Rigid Frame _____

Other _____ Type Name _____

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DESCRIPTION:

Setting: Urban _____ **Small town** _____ **Rural** ___X___

Describe Setting:

Bridge No. CH 34 carries Trinity Church Road over Gilbert Swamp Run in Charles County. Trinity Church Road runs east-west, while Gilbert Swamp Run flows north to south. The land around the bridge is in active use as farmland.

Describe Superstructure and Substructure:

Bridge No. CH 34 over Gilbert Swamp Run is a two span standard concrete slab bridge originally built in 1927 and rebuilt in 1958. The span lengths are 16' for a total of 37' and a clear roadway width of 27' from curb to curb. The superstructure, consisting of the slab, the roadway and the railings, is in good condition. The bituminous concrete riding surface was repaved between 1991 and 1993. The concrete slab deck was rebuilt in 1958 and is in good condition. The concrete parapets were replaced with a timber railing and curb system at an unknown date, possibly 1958. It was rebuilt again in 1991. The bridge is posted at 30,000 lbs for single units, and 54,000 lbs for combination units.

The substructure consists of the abutments, wingwalls and pier. The concrete abutments are in fair condition. Both abutments have full-height vertical cracks at the center of the abutment stems and at the wingwall/abutment construction joints. The concrete wingwalls are parallel with the abutment face. The north wingwalls have scour at the waterline. The 2' wide, concrete, solid shaft pier has scouring on its upstream face.

Discuss Major Alterations:

The concrete slab was rebuilt in 1958 and the parapets were replaced with timber railings at an unknown date.

HISTORY:

WHEN was the bridge built: 1927, rebuilt 1958

This date is: Actual ___X___ **Estimated** _____

Source of date: Plaque ____ **Design plans** ___ **County bridge files/inspection form** ___X___

Other (specify) _____

WHY was the bridge built?

Maryland's primary and secondary roads had become inadequate to the huge freight trucks and volume of cars in use after World War I.

WHO was the designer?

Unknown

WHO was the builder?

Unknown

WHY was the bridge altered?

To extend the life of the bridge

WAS this bridge built as part of an organized bridge-building campaign?

Yes, post World War I improvements to primary and secondary roads.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events _____ B- Person _____
C- Engineering/architectural character _____

This bridge does not have National Register significance.

Was the bridge constructed in response to significant events in Maryland or local history?
Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-1904 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commissions establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920-1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic , with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of $3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund (with an equal sum from the counties) the building of lateral roads. the number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had been inadequate to the huge freight trucks and volume of passenger cars in use. Most improvements to local roads waited until the years after World War II.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?
Although built following the post World War I construction phase, this bridge did not greatly effect the area surrounding it. The structure did not increase settlement or industry.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?
No, this bridge is not located in an area which is eligible for historic designation.

Is the bridge a significant example of its type?
No, this structure is not a significant example of its type. Its character defining elements are not in their original state.

Does the bridge retain integrity of important elements described in Context Addendum?
No, this structure does not retain the integrity of its original design because of its character defining elements have been replaced.

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Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?
No, this structure is not a significant example of the manufacturer.

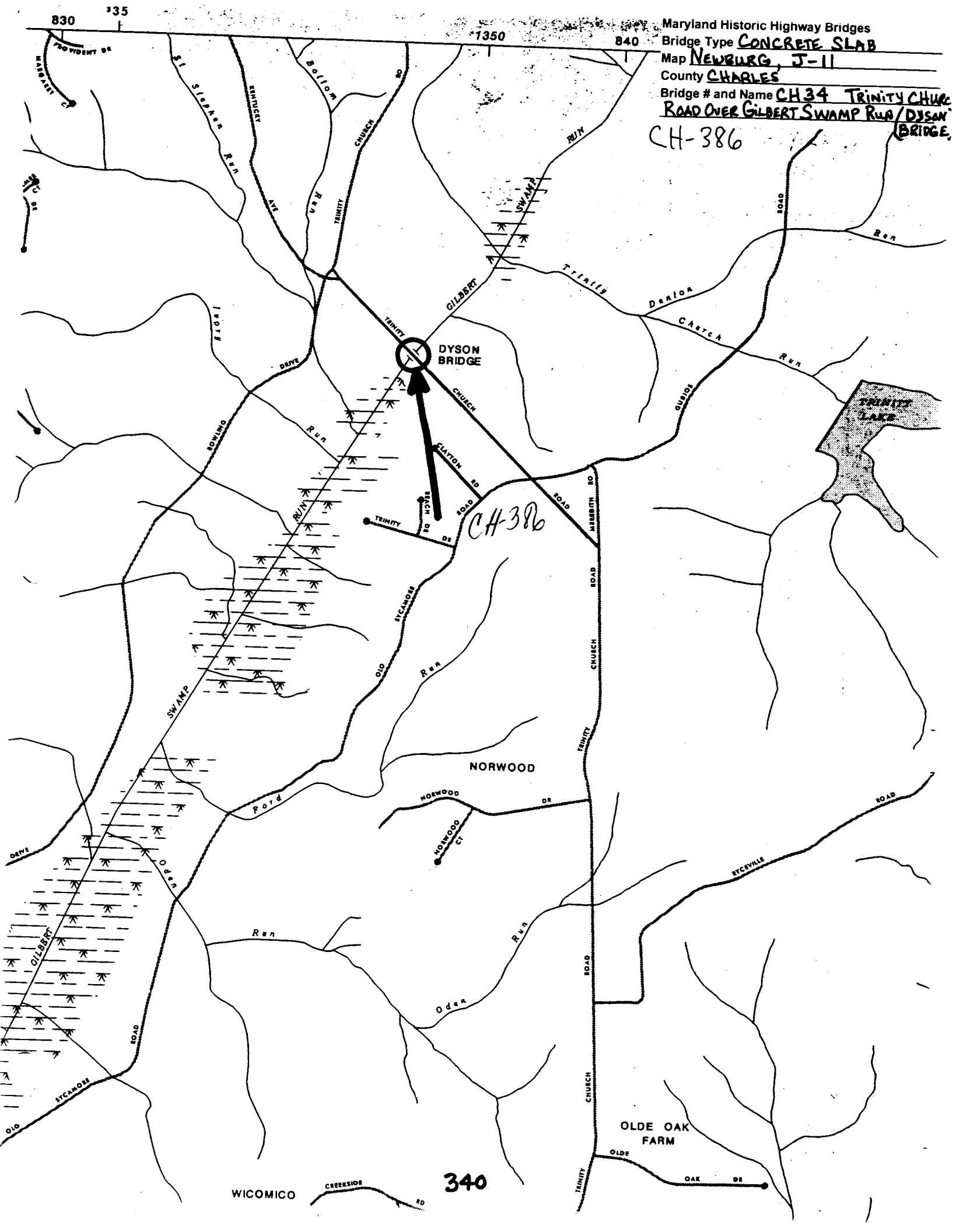
Should the bridge be given further study before an evaluation of its significance is made?
No, this structure should not be given further study. Although it reflects the state's post war construction needs of expanding the secondary road system, its current condition has placed its integrity in doubt.

BIBLIOGRAPHY:

County inspection/bridge files X **SHA inspection/bridge files** X
Other (list):

SURVEYOR:

Date bridge recorded 8/11/95
Name of surveyor Timothy J. Tamburrino
Organization/Address P.A.C. Spero & Company,40 W. Chesapeake Avenue,Suite 412,Baltimore, Maryland 21204
Phone number 410-296-1635 **FAX number** 410-296-1670


Maryland Historic Highway Bridges
Bridge Type CONCRETE SLAB
Map NEWBURG, J-11
County CHARLES
Bridge # and Name CH34 TRINITY CHURCH ROAD OVER GILBERT SWAMP RUN (DYSON BRIDGE)
CH-386
DYSON BRIDGE
CH386
TRINITY LAKE
NORWOOD
OLDE OAK FARM
WICOMICO
830
835
1350
840
340

CH386

1 OF 5

BRIDGE # CH 34
CHARLES COUNTY

D. BHAUMIK
2-2-95

MARYLAND ~~SHPO~~ SHA

TRINITY CHURCH ROAD OVER
GILBERT SWAMP RUN

LOOKING NORTH ON TRINITY
CHURCH ROAD

2 OF 5

CH386

BRIDGE # CH 34
CHARLES COUNTY

D. BHAUMIK

2-2-95

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TRINITY CHURCH ROAD OVER
GILBERT SWAMP RUN

LOOKING SOUTH ON TRINITY
CHURCH ROAD

CH 386

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BRIDGE # CH 34
CHARLES COUNTY

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2-2-95
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TRINITY CHARCH ROAD OVER
GILBERT SWAMP RUN

LOOKING EAST (DOWNSTREAM FACE)

4 OF 5

CH386

BRIDGE # CH37
CHARLES COUNTY

D. BHAUMIK
2-2-95

MARYLAND ~~SHPO~~ SHA

TRINITY CHURCH ROAD OVER
GILBERT SWAMP RUN

LOOKING EAST (DOWNSTREAM FACE)

5 OF 5

CH386

BRIDGE # CH 34
CHARLES COUNTY

D. BHAUMIK
2-2-95

~~MARYLAND SHPO~~ SHA

TRINITY CHURCH ~~ROAD~~ OVER
GILBERT SWAMP RUN

LOOKING WEST (UPSTREAM FACE)